



## EARLY DESIGN GUIDANCE OF THE SOUTHEAST DESIGN REVIEW BOARD

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Project Number: 3018112

Address: 6940 M L King Jr Way South

Applicant: Scott Crosby, Ankrom Moisan Architects, Inc.

Date of Meeting: Monday, January 13, 2014

Board Members Present: Stephen Yamada-Heidner (chair)  
Drew Hicks  
David Sauvion  
Julian Weber

Board Members Absent: Amoreena Miller

DPD Staff Present: Tami Garrett

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### SITE & VICINITY

Site Zone: Neighborhood Commercial 3 Pedestrian (NC3P-85 (5.75))

Nearby Zones: (North) NC3P-85 (5.75)  
(South) NC3P-85 (5.75)  
(East) Lowrise 2 (LR2)  
(West) NC3P-85 (5.75)

Lot Area: 31,871 square feet (sq. ft.)



**Current Development:**

The project site is vacant property.

**Surrounding Development and Neighborhood Character:**

Surrounding development includes residential uses (single family residences, townhouses, and duplex) to the north and east; a Sound Transit traction power substation facility to the south; a horticultural nursery business (Holly Park Greenhouse and Nursery) to the east; and commercial uses (King Plaza retail shopping center, restaurants) and vacant land west of the subject property.

This urban mid-block site is located within the Othello Street Light Rail Station Overlay, Othello Residential Urban Village and Southeast Seattle Reinvestment Area (SESRA), situated on the east side of M L King Jr Way South. There are several commercial uses (retail, restaurants, etc.) in the immediate vicinity of the project along M L King Jr Way South north and south of the project. The neighborhood is evolving with blocks of significant development of residential and commercial development in the past several years. The site is situated in an area that is moderately pedestrian and transit oriented due to its proximity of bus transit and light rail along M L King Jr Way South.

**Access:**

Vehicular access to the project site is possible from M L King Jr Way South and from an existing unimproved 16' wide alley.

**Environmentally Critical Areas:**

The site's topography is relatively flat. There are no Environmentally Critical Areas (ECAs) mapped on or adjacent to the site.

**PROJECT DESCRIPTION**

The proposed project is for the design and construction of a six-story mixed-use structure with five levels of residential use (103-110 affordable housing units) over one-level of ground-related commercial (retail or office) and an enclosed parking area. A total parking quantity of 45 stalls is planned within the structure and accessed via the alley.

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The packet includes materials presented at the meeting, and is available online by entering the project number (3018112) at this website:

[http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Project\\_Reviews/Reports/default.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp).

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

**Mailing    Public Resource Center**

**Address:** 700 Fifth Ave., Suite 2000

P.O. Box 34019

Seattle, WA 98124-4019

**Email:**    [PRC@seattle.gov](mailto:PRC@seattle.gov)

## **DESIGN DEVELOPMENT**

Three alternative design schemes were presented to the Board. The project team's main design goals were to create community; promote transit-oriented development; and activate the pedestrian experience along the M L King Jr Way South street front. All three options included a six-story mixed-use structure with one ground-related level of commercial, residential lobby and parking; and two five-story masses above a podium base with upper-level open space. Onsite parking, accessed from the alley was proposed for all three design schemes.

The first scheme (Option A) illustrated two interlocking L-shaped residential building masses above the one-story podium base. This design showed an inward-facing courtyard that was bisected from the east to the west. This option included 103 residential units.

The second scheme (Option B) showed a linear building mass to the north bookended by a square-shaped building mass along the south; creating a large central upper-level courtyard space facing the M L King Jr Way South street front. This scheme was comprised of 110 residential units.

The third and applicant preferred scheme (Option C) showed a building design with two linear bars extending out toward the light rail station to the south with an upper-level courtyard that opens up to the activity node along M L King Jr Way South. This scheme was comprised of 108 residential units. This scheme would necessitate design departures from street-level development standards and street-level use standards.

## **PUBLIC COMMENT**

Many members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised (with Board/applicant response in *italics*):

- Observed that the preferred option provided the best sun exposure to the plaza and existing art sculpture south of the project site.
- Appreciated that the project will include affordable housing with family-sized residential units.
- Voiced support for the requested code departures that would allow the owner (Mercy Housing) to locate their offices onsite. Mentioned that this type of daytime use would hopefully support local businesses in the area.

- Expressed that the preferred massing scheme was the most inviting from the street and from the corridor.
- Voiced skepticism that the street-level plaza area described in the preferred option will be successful common space due to its small size.
- Encouraged retail use to activate the street front.
- Stated that the preferred scheme is very inviting and welcoming. Voiced strong support of the developer's intent to allow the community to utilize community room onsite and provide housing/employment services onsite.
- Inquired where the Sound Transit boom trucks would be parked and ingress/egress access.  
*The boom trucks would be located just south of the project site. Sound Transit has agreed to push back the exit of their trucks with a gate so that the plaza would be more protected. The plan is that the trucks would exit onto M L King Jr Way South.*
- Questioned about the parking space quantity that will be dedicated to each use onsite.  
*Approximately seven parking spaces will be designated for commercial uses and 38 parking spaces for the residential use.*
- Inquired about the differences between terms "affordable" versus "low-income" when describing residential units.
- Asked in what way the design would encourage usage of public transit.  
*Envision most of the residents of the building will use transit to travel throughout the city. Recognize that, with family-sized units, some residents will have vehicles and need onsite parking. Minimal parking intentionally designed onsite in order to encourage usage of the many forms of public transit in vicinity of the site.*
- Appreciated the simplicity of the buildings. Felt the quality of the materials will be very important. Encouraged a design that included larger openings (fenestration).

## PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

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- 1. Design Concept and Massing:** The design and siting pattern of the new commercial/residential development should provide an appropriate transition to a less intensive zone, create a positive focal point and respect adjacent properties. (CS2.C.1, CS2.D)
  - a. The Board voiced unanimous support for the preferred design scheme Option C. The Board felt that the preferred design massing had the most potential and appreciated the design progression. Therefore, the Board proposed that design scheme Option C should move forward to Master Use Permit (MUP) submittal with the following guidance:
    - i. The Board discussed the eastern façade and voiced concerns about the manner in which this building mass interacted with the less-intensive zoned properties across the alley to the east. The Board felt that the absence of modulation made this façade appear monolithic. It is important that the

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Board understands how the easternmost massing of the building will be developed. Therefore, at the Recommendation meeting, the Board expects to review detailed renderings that depict a design that includes more modulation applied to the eastern building mass in combination with effective use of secondary architectural elements to reduce the perceived massing. (CS2.D, CS2 OTHELLO-II, DC2.A, DC2.B, DC2.C)

- ii. The Board identified areas between the proposed upper residential linear bar building masses that appeared to be narrow in width (pinch points) and commented that this needs further exploration. The Board requested information regarding the spacing, daylight and shading impacts to the courtyard and residential units, and a better understanding of how the upper buildings will interact with one another be presented to the Board at the Recommendation meeting. (CS1.B, DC2A.1)
- iii. The Board considered possible future development of the neighboring Sound Transit property to the south and recognized that the current usage of the site as a traction power substation facility would remain the same for the long-term. As a result, the Board stated that the project should incorporate attributes of a development sited on a corner lot with strong building forms. The Board appreciated the direction in which the design is headed in and expects to review further development in keeping with this guidance at the Recommendation meeting. (CS2.C.1, C2S2 OTHELLO-III)
- b. Board comments pertaining to exterior materials focused on the openness of the glazing/fenestration and methods that reinforce larger openings proposed at the building ends; providing contrast reading materials; providing modulation and scale of materials. At the Recommendation meeting, the Board expects to review physical materials that are in keeping with the Board guidance and neighborhood-specific guidance. (DC4.A, DC4 OTHELLO)

**2. M L King Jr Way South Frontage:** The building design should incorporate features that create a safe and comfortable walking environment; provide clear connection to building entries and encourage human activity. (PL3.A, PL3.B.1, PL3 OTHELLO-I.iii)

- a. At the EDG meeting, it was explained to the Board that Mercy Housing Northwest intends to relocate its' offices and other services to the proposed ground-level commercial space. The Board recognized that, due to M L King Jr Way South being identified as principal pedestrian street, pedestrian-oriented uses such as retail and restaurant are desirable and should be encouraged to occupy the street-level commercial frontage. The Board was receptive to the applicant's concerns voiced about the viability of retail uses currently in this neighborhood. However, the Board felt it was important that the commercial space be designed to be converted to a true retail use in the future. Therefore, the Board requested that the ground-level commercial space be designed to be flexible so that it can be converted to retail use/spaces in the future as needed. The Board expects to see this guidance illustrated in a ground-level floor layout that clarifies the arrangement of interior spaces and accessibility to commercial parking and shared areas (storage, waste, entrances, etc.) at the Recommendation meeting. (DC1.A, DC2.E) (See Departure #1)

- b. The Board stated that it is important that the main residential lobby entrance which may be utilized as a public entry be accessible and inviting. At the Recommendation meeting, the Board expects to review design elements (doors, canopies, glazing, hardscape, landscaping, etc.) that encourage interest at the street-level and clarify building entries/edges. Conceptual residential lighting and signage designs proposed for the building's street facing and surrounding facades should be presented at the Recommendation meeting. (PL2.B, PL2 OTHELLO-I.ii, PL3.A, DC4.C)
- c. The Board encouraged the inclusion of continuous, well-integrated overhead weather protection to improve pedestrian comfort. (PL2.C)

### **3. Alley:**

- a. Again, the Board requested further evaluation of the upper-level and ground-level east façades and design treatments that may dissipate the perceived height, bulk and scale of the project in relation to the LR2 zone to the east. (CS2.D)
- b. Details pertaining to security measures, landscaping and screening treatments to minimize visual impacts of the parking and/or blank walls should be presented to the Board at the Recommendation meeting. (PL2 OTHELLO, DC1.C.2, DC2.B.2)
- c. At the Recommendation meeting, the Board expects to review details/feedback from Seattle Public Utilities (SPU)-Solid Waste division and trash collector concerning waste/recycle collection storage and access. (DC1.C.4)

### **4. Public and Residential Open Spaces:**

- a. The Board appreciated the level of detail illustrated in the design packet for the upper-level courtyard and looks forward to a closer examination of pathways, access and amenities/features (landscaping, play equipment, furniture, etc.) that are planned for this residential outdoor amenity space. (DC3.B, DC3.C.2)
- b. The Board discussed the proposed entry plaza and offered the following feedback and direction:
  - i. The Board was pleased that the proposal includes a plaza. At the Recommendation meeting, the Board looks forward to reviewing an ensemble of elements (lighting, seating, bicycle parking, landscaping, hardscape, etc.) that will create a safe environment and encourage positive human interaction and activity at the street. (PL1.C, PL3 OTHELLO-I.iii)
  - ii. It is important that the Board understands the relationship between the project's plaza design concept and possible improvements at the Sound Transit property which may result in a larger plaza area. Coordination with Sound Transit relative to the plaza in order to achieve a coherent design was encouraged. Therefore, at the Recommendation meeting, the Board's expectation is that the applicant will provide feedback/conceptual designs from Sound Transit concerning planned improvements (plaza, materials, hardscape, and project timeframes) on that portion of their site abutting the project site's property line. (PL1.C, DC3.B, DC4.D.4)
- c. At the EDG meeting, the applicant's materials and presentation identified a community room located on the second level with direct access to the upper-level courtyard area. The applicant explained that the community room would be available for both the community and tenants to use. The Board acknowledged that

a community room available for public usage is desirable and appreciated. However, the Board voiced concern that the certain key aspects of the public space-vertical circulation, security, entries-have not been resolved. Therefore, the Board expects a diagrammatic, programmatic demonstration on the circulation flow for public access to the community room and clarity on the delineation of public and private areas. (DC1.A)

- d. The Board expects bike facilities for visitors/guests to be integrated in the design of the project. (PL4.B)

## DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

### CONTEXT & SITE

**CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.**

#### **CS1-B Sunlight and Natural Ventilation**

**CS1-B-1. Sun and Wind:** Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

**CS1-B-2. Daylight and Shading:** Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

**CS1-B-3. Managing Solar Gain:** Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

**CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.**

#### **CS2-C Relationship to the Block**

**CS2-C-1. Corner Sites:** Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

#### **CS2-D Height, Bulk, and Scale**

**CS2-D-3. Zone Transitions:** For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

**CS2-D-5. Respect for Adjacent Sites:** Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

***Othello Supplemental Guidance:***

## **CS2-I Streetscape Compatibility**

**CS2-I-i. Commercial Sidewalk Edge:** Building spaces for commercial use at or near the edge of the sidewalk and limiting vertical grade separations is encouraged where commercial uses occupy the street-level floor.

## **CS2-II Respect for Adjacent Sites**

**CS2-II-i. Service, Loading, and Storage Areas:** Prevent from directly facing single family residential areas.

**CS2-II-ii. Zone Buffer:** buffering single family areas from the undesirable impacts of commercial related service facilities; use landscaping or cohesive architectural treatment to screen service areas and facilities.

## **CS2-III Corner Lots**

**CS2-III-iii. Strong Building Forms:** Employ strong building forms to demarcate important gateways, intersections, and street corners. Strong corner massing can function as a visual anchor for a block.

# **PUBLIC LIFE**

## **PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.**

### **PL1-A Network of Open Spaces**

**PL1-A-1. Enhancing Open Space:** Design the building and open spaces to positively contribute to a broader network of open spaces throughout the neighborhood.

**PL1-A-2. Adding to Public Life:** Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

### **PL1-C Outdoor Uses and Activities**

**PL1-C-1. Selecting Activity Areas:** Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

**PL1-C-2. Informal Community Uses:** In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

**PL1-C-3. Year-Round Activity:** Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

## **PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.**

### **PL2-B Safety and Security**

**PL2-B-1. Eyes on the Street:** Create a safe environment by providing lines of sight and encouraging natural surveillance.

**PL2-B-2. Lighting for Safety:** Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.



**PL2-B-3. Street-Level Transparency:** Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

**PL2-C Weather Protection**

**PL2-C-1. Locations and Coverage:** Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

**PL2-C-2. Design Integration:** Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

**PL2-C-3. People-Friendly Spaces:** Create an artful and people-friendly space beneath building.

**PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.**

**PL3-A Entries**

**PL3-A-2. Common Entries:** Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

**PL3-A-3. Individual Entries:** Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

**PL3-B Residential Edges**

**PL3-B-1. Security and Privacy:** Provide security and privacy for residential buildings through the use of a buffer or semi-private space between the development and the street or neighboring buildings.

***Othello Supplemental Guidance:***

**PL3-I Human Activity**

**PL3-I-iii. Entry Plaza:** Large developments are encouraged to include plazas or gracious entry forecourts along the street edge, provided street continuity is not unduly interrupted along the majority of the block. This guidance addresses a potential unintended consequence of NC zoning and the pedestrian zone designation that when applied to a very large, full-block development could create a long, uninterrupted street wall not conducive to pedestrian comfort;

**PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.**

**PL4-B Planning Ahead for Bicyclists**

**PL4-B-1. Early Planning:** Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

**PL4-B-2. Bike Facilities:** Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

**PL4-B-3. Bike Connections:** Facilitate connections to bicycle trails and infrastructure around and beyond the project.

## DESIGN CONCEPT

### **DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.**

#### **DC1-A Arrangement of Interior Uses**

**DC1-A-1. Visibility:** Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

**DC1-A-2. Gathering Places:** Maximize the use of any interior or exterior gathering spaces.

**DC1-A-3. Flexibility:** Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

**DC1-A-4. Views and Connections:** Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

### **DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.**

#### **DC2-A Massing**

**DC2-A-2. Reducing Perceived Mass:** Use secondary architectural elements to reduce the perceived mass of larger projects.

#### **DC2-B Architectural and Facade Composition**

**DC2-B-1. Façade Composition:** Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

#### **DC2-C Secondary Architectural Features**

**DC2-C-1. Visual Depth and Interest:** Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

#### **DC2-D Scale and Texture**

**DC2-D-1. Human Scale:** Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

**DC2-D-2. Texture:** Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

#### **DC2-E Form and Function**

**DC2-E-1. Legibility and Flexibility:** Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

**DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.**

**DC3-A Building-Open Space Relationship**

**DC3-A-1. Interior/Exterior Fit:** Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

**DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.**

**DC4-A Exterior Elements and Finishes**

**DC4-A-1. Exterior Finish Materials:** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

**DC4-A-2. Climate Appropriateness:** Select durable and attractive materials that will age well in Seattle's climate, taking special care to detail corners, edges, and transitions.

**DC4-C Lighting**

**DC4-C-1. Functions:** Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

**DC4-C-2. Avoiding Glare:** Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

**DC4-D Trees, Landscape, and Hardscape Materials**

**DC4-D-1. Choice of Plant Materials:** Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

**DC4-D-2. Hardscape Materials:** Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

**DC4-D-3. Long Range Planning:** Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

**DC4-D-4. Place Making:** Create a landscape design that helps define spaces with significant elements such as trees.

***Othello Supplemental Guidance:***

**DC4-I Exterior Finish Materials**

**DC4-I-iii. Commercial and Mixed-Use Development:**

a. Use exterior building materials typically found in traditional storefront design. This includes brick, masonry and metal on the ground floor. Mixed-use developments could use a combination of materials, such as brick, masonry, metal, wood and stucco in a manner that creates a coherent design.

b. Consider window design as an opportunity to provide variation and definition along building facades. Avoid monotonous repetition of window types.

## DESIGN STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Early Design Guidance, the following departures were requested:

1. **Street-level Development Standards (SMC 23.47A.008.C):** The Code states, for non-residential street-level requirements for development in pedestrian designated zones, a minimum of 80% of the width of a structure's street-level street-facing façade that faces a principal pedestrian street shall be occupied by specific uses listed in the Code (SMC 23.47A.005.D.1): and, the remaining 20% of the street frontage may contain other permitted uses and/or pedestrian entrances. The applicant proposes 40% of the proposed structure's street-level street-facing façade that faces M L King Jr Way South be occupied by an allowable use (general retail sales and service) listed in the code and the remaining street-level street-facing façade (60%) be occupied by commercial use (office). The applicant explained that currently the neighborhood does not have the critical mass to support many retail uses given the amount of vacant land in the immediate area. We have potentially designed the ground floor and the bays to be convertible in the future to smaller retail spaces as a gesture, a thought that in

The Board indicated a willingness to entertain this departure, provided that the commercial will be designed to have the flexibility to transition to retail space(s) in the future. (PL2, PL3) (See 2.a)

*[Staff Note: At the EDG meeting, the DPD Land Use Planner advised the Board that currently legislation was being introduced by DPD proposing additional types of uses—specifically office use—be allowed at street-level in pedestrian zones. The Board was informed that if this legislation was adopted by City Council, the aforementioned code departure would not be required.]*

2. **Street-level Uses (SMC 23.47A.005.C):** The Code requires residential uses in neighborhood commercial zones occupy, in an aggregate, no more than 20% of the street-level street-facing façade in a pedestrian-designated zone, facing a principal pedestrian street. The applicant proposes 39.5% of the street-level street-facing façade abutting M L King Jr Way South be dedicated for the residential use. The applicant stated that by placing the public entry away from the street will allow for a generous public plaza and connectivity to the existing bus/light rail plaza to the south.

The Board indicated a willingness to entertain this departure and commented this departure is connected with the aforementioned departure. (PL2, PL3)

<b>RECOMMENDATIONS</b>
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**BOARD DIRECTION**

At the conclusion of the Early Design Guidance meeting, the Board recommended moving forward to MUP application.